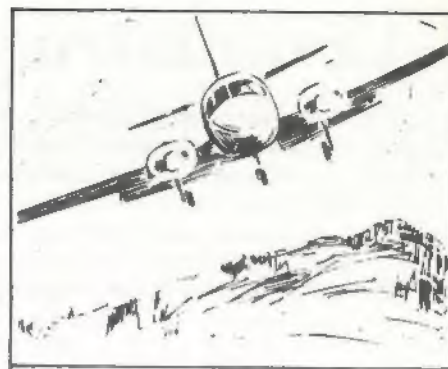


Montana and the Sky



Vol. 31, No. 10

MONTANA AERONAUTICS DIVISION

October, 1980

Airport Managers And IFR Pilots

The Division recently received notice from the FAA to the effect that airports which have approved instrument approaches have not had any actual approaches within the past year. The FAA is required to show a certain minimum number of approaches per year in order to keep it in effect.

Checking into the situation we have found that all of the facilities did receive usage for instrument approaches, but that the pilots involved cancelled IFR in the air after encountering VFR conditions just before landing. As a result these approaches were all counted as VFR operations.

We're aware that pilots use this practice to avoid the time and cost it takes to make a phone call to cancel after landing. However, please note that the airport is then left in a position where it appears to have an approved approach for which there is no need.

We can only hope that some day there will be drop phones to FAA facilities or remote radio facilities at these airports so that the flight plan can be cancelled after landing. In the meantime, the time and money it takes to make the phone call to cancel insures the continuation of approach.

We suspect there may be a number of other airports where the minimum count is barely being met for the same reason, while in fact there are many more approaches being made to the airport.

The Beacon Cafe

Lloyd and Frieda Wiedenman recently opened the Beacon Cafe at the Lewistown Airport. "Gunsmoke", as Lloyd is fondly called, was raised on a farm in south Idaho and came to Lewistown to work with the U.S. Department of Agriculture.

Since retiring in 1977 Gunsmoke has had an interest in the cafe business and also in flying. He thought a cafe at the airport would be a perfect combination.

The Beacon Cafe will be open weekdays from 0600 to 1400 and on weekends from 0700 to 1500; they will be closed on major holidays.

Stop in and say hello. Their homemade breakfast rolls are delicious.

Flight Scholarship Award

The Aeronautics Division is pleased to have recently presented a \$250 flight scholarship to Conlan Fried, Baker, MT. Conlan graduated this spring from Baker High School and is now a freshman at Montana State University, Bozeman working on an agricultural major.

His two main interests are farming and flying. Throughout high school, Conlan participated in 4-H

and FFA. Flying has always interested Conlan even as a youngster, although no one in his immediate family flies. However, he does have an uncle and several cousins who are involved in aviation.

Parental disapproval did not dampen Conlan's desire for flying and when a senior in high school, he enrolled in the aviation course under the direction of Byron Walenetz. His high grade of 98 on the FAA private written exam won him the flight scholarship.

Conlan, the youngest of seven children, is the son of Mr. and Mrs. Emil Fried.



Conlan Fried, winner of a \$250 scholarship award from the Aeronautics Division.

Administrator's Column



The Mountain Search Pilot Clinic held in Kalispell on September 26, 27, and 28 was a tremendous success. We really appreciate the many fine suggestions and comments made by the participants regarding the clinic and ways to possibly improve it. I'd like to extend a special thanks to Fred Lark for his efforts in getting this clinic exposed to the media. Local television stations were on hand along with several radio stations. An article outlining the Second Annual Mountain Search Pilot Clinic is on page 4 and 5 of this issue.

★ ★ ★ ★ ★

We have tentatively scheduled a no-host luncheon on October 22 in Helena between airport managers in the state and Arthur Varnardo, the new Director of the Federal Aviation Administration's Regional office in Denver. Mr. Varnardo will be in Helena visiting with the Governor. We thought it might be a good opportunity for airport managers in the state to discuss areas of concern with Mr. Varnardo and would encourage any interested party to contact our office regarding details.

★ ★ ★ ★ ★

I attended the Montana Antique Aircraft Association fall fly-in in Columbus on September 6 and 7. The fly-in was well attended and several new members joined the organization during the meeting.

Billie Bass officially took over the duties as secretary from Bud Hall. Bud has been temporarily filling the position for almost a year.

Plans for the 1981 Antique Aircraft Fly-in were made and the date set for August 7, 8 and 9. These dates were chosen since they immediately follow the Oshkosh fly-in in Wisconsin. It is anticipated that many antiques will stop at Beacon Star on their way home from Oshkosh.

★ ★ ★ ★ ★

Flight Line, Inc., Belgrade, Montana appeared before the Montana Aeronautics Board on September 24, 1980 to apply for a Certificate of Public Convenience and Necessity. Flight Line proposes to fly Bozeman - Helena - Great Falls and return every Monday, Tuesday, Thursday and Friday. According to Dave Coddling, Marketing Manager with Flight Line, if any freight or passengers are scheduled they will fly the route. The Board after deliberating and upon review of the hearing officer's findings will decide and make public their final action. If a Certificate is granted, Flight Line will then be able to publish both their schedule and fare.

★ ★ ★ ★ ★

I attended the Montana Pilots Association fall fly-in on September 13 and 14 in Glasgow. Although the weather didn't cooperate on Saturday the turn out at Ft. Peck Saturday evening was good. The meeting was held on C.D. Markle's houseboat. C.D. purchased an old surplus government barge many years ago and has rebuilt it into a beautiful large houseboat.

After the meeting C.D. took two large groups out on the Ft. Peck reservoir for a boat ride. On returning we all enjoyed a delicious barbeque on the beach.

By Sunday morning the weather had cleared and the breakfast fly-in held at Vic Wokal's hangar was well attended. Many people flew in for the breakfast and Ray Shumway of San Diego, California pleased the crowd with two demonstration flights in his Benson Auto Gyro which is powered by a 90 horsepower two cycle McCullough.

★ ★ ★ ★ ★

The Montana Aeronautics Board is strongly opposing the FAA's current attempt to close the Airport Engineering field offices in both Helena, Montana and Bismarck, North Dakota. The Aeronautics Board has contacted our



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Creative Press

Administrator's Column, Con't.

congressional delegation regarding this matter and asked them to support us in our position to keep this office open. The FAA attempted complete closure of these offices in 1977 and through the strong intervention of the aviation community and the congressional delegation Administrator Langhorne Bond compromised by transferring only the planning and program functions to Denver and agreed to keep the offices open and staffed by airport engineers. It appears that this promise is now being broken.

Those who are interested in stopping further dilution of airport engineering supervision and surveillance should contact Administrator Langhorne M. Bond, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591, and remind Mr. Bond of his 1977 commitment. You may also wish to contact your congressional delegation.

Montana Antique Aircraft Association Fly-In



Bud Hall, left, stepped down from Secretary to the Antique Aircraft Association to allow Billie Bass permanent status.



During the Montana Antique Aircraft Association meeting in Columbus.

REFUND

If you paid for a permit from the Federal Communication Commission (FCC) between August 1, 1970, and February 28, 1975, you have a refund coming. The refunds are part of a program to return user fees a U.S. ruled invalid in 1976. Under Phase I of the refund program, fees were returned to broadcasters and common carriers. Now, Phase II will make refunds of \$6.92 and \$15.88, respectively, to those who paid \$8 for restricted radio telephone permits and \$20 for radio station licenses. Get details and refund application forms from any FCC field office or write: FCC, Fee Refund Program — Phase II, Box 19209, Washington, D.C. 20036 (Toll-free phone: 800-424-2901). Applications must be in by December 15.



Calendar

October 22 — FAA Aviation/Safety Meeting, Billings.

October 28 to November 2 — AOPA Convention, San Diego, CA. Contact Harmon O. Pritchard (301) 951-3920 for details.

March 6, 7, & 8 — Flight Instructors Refresher Clinic, Helena

March 8 to 11 — NATA Convention, San Antonio. Contact NATA, Washington, D.C. (202) 965-8880 for details.



During the Antique Association banquet (left to right) Mike Kosta, Grant Rader, Lalonnie and Larry Larson, provided entertainment.

Second Annual Mountain



Jack Van De Riet, Choteau, once again provided some outstanding classroom time on mountain flying and density altitude.



Sparky Imeson, Jackson Hole, Wyoming during his lecture on Saturday night.



A.V. "Speed" Normand provided some practical dual on the ELT homer during the Mountain Search Pilot Clinic.



Speed (left) also provided some classroom lecture time on the ELT homer. He was accompanied by Major Bill Peden from the renowned 304th Search Squadron in Portland, Oregon.

The Montana Aeronautics Division held their second Mountain Search Pilot Clinic at Kalispell on Friday, Saturday and Sunday, September 26 to 28, 1980.

We recognize the need for increased training to assure the highest degree of safety while conducting mountain search operations.

The pilots who completed a Montana Aeronautics Division Mountain Search Pilot Clinic successfully are certified and will be called upon during actual mountain air searches. The ultimate goal is to use only those pilots who have been certified or instructed in one of the clinics to fly mountain air searches.

The clinic itself was divided into four major parts: 1) Ground school on air search techniques as they relate to the mountain flying environments, 2) Ground school on the ELT and homer operations, associated problems and techniques in homing, 3) the actual dual flight instruction in the rugged mountains with strong concentration on search techniques, and 4) survival techniques in the wilderness.

An added feature of the clinic this year was the survival instruction at Spotted Bear Airstrip. We were most fortunate to have Dick Hatfield provide training in survival techniques. Dick, who is now teaching school in Laurel, was a survival training instructor while serving in the U.S.A.F. and is considered an expert on the subject. Groups of six students received 3 to 4 hours of training at this remote airstrip.

Montana registered volunteer mountain search pilots were invited to attend this clinic. Thirty applicants were then selected to go through the course. Six highly skilled mountain flight instructors and six Cessna 182s were provided by the Aeronautics Division for the flight instruction.

Friday evening the participants began the clinic with an excellent mountain flying ground school presentation by Jack Van De Riet, former Helena GADO FAA Accident Prevention Specialist, now retired and with Insurance Associates of Choteau.



During the ground school session.

in Search Pilot Clinic

Saturday morning everyone met at the Kalispell City airport to find their partners, aircraft and instructors. At 0730 six loaded aircraft departed for three designated airstrips located in the rugged mountains east of Kalispell. The airstrips chosen were Spotted Bear, Meadow Creek, and Schafer Meadows.

Each instructor would carry his load of three students into his designated mountain strip. There he would drop two students and fly with the remaining one for an hour, then return and repeat the process for the second and third students.

After lunch, the instructor would repeat this process with three new students. Each student was scheduled to receive two one-hour sessions of dual flight by two instructors in two areas. This procedure would allow maximum exposure to different mountain areas. Each instructor completed an evaluation form on each of his students.

The flight training session was three fold: contour flying, canyon penetration, and mountain strip ap-

proaches and landings.

Saturday night Sparky Imeson from Jackson Hole, Wyoming gave an excellent presentation on mountain flying skills coupled with some exceptional photography. Sparky is well known for his expertise in mountain flying and has published 2 books on the subject.

Students awaiting their flight training were scheduled into a ground training session on the ELT homer operation and technique of locating an active ELT. This was taught by A.V. "Speed" Normand of Oswego, Oregon, a well-known authority on the art of ELT search. Speed was assisted by Major Bill Peden of the 304th Air Rescue Squadron, (USAF) Portland, OR.

Sunday morning the flight training process was repeated beginning at 0730.

On Sunday afternoon a critique session was held with both the students and instructors participating. Suggestions, comments and constructive criticism were requested and the overall input received was very complimentary and gratifying.



Mike Ferguson, Administrator of the Aeronautics Division (right) and Dick Hatfield, spoke on factory and home made survival kits.



Dick Hatfield (fourth from left) and one of the survival training groups at Spotted Bear airstrip.



Bill Tubbs, Hamilton, (third from right) and one of his groups at Spotted Bear Airstrip.



During the flight instructor's briefing early Saturday morning. Left to right, Evelyn Sedivy, Mike Strand, Chet Severson, Jim Heatherington, Fred Lark, Jack Wilson, Paul Myhre, Clyde Fredrickson, Bill Tubbs, and Jack Van De Riet.



During classroom lecture on the ELT homing device.

Montana Pilots Association Fall Fly-In



C.D. Markle welcomes us aboard!



C.D. Markle's houseboat at the Ft. Peck reservoir.



Fly-in breakfast at Vic Wokal's hangar in Glasgow on Sunday morning for the MPA fall fly-in.



Ray Shumway, San Diego, (formerly of Wolf Point) provided two demonstration flights for the MPA gathering on Sunday morning in Glasgow.



During the MPA barbeque Saturday evening at the Ft. Peck reservoir.



MPA officers Lee Baker, Patricia Johnson and Ray Curtis during the meeting held on board of C.D. Markle's houseboat.



Left to right, Jack Markle, Terry Archambeault, and Pete Pederson, head pancake turners!



Left to right, Don Fortenberry, Carol Baker, Vivian Schrank and Patricia Johnson enjoying a good breakfast Sunday morning.

So That Others May Live



By: Evelyn Sedivy, Supervisor, Aerospace Education and Safety

NASAR . . . it's an organization with which you may or may not be familiar, but in either case, it is an organization worth knowing and supporting. The National Association for Search and Rescue, better known as NASAR, is in the business of saving lives. It is a non-profit organization formed eleven years ago which has been working to improve search and rescue efforts all over the world.

NASAR's membership consists of dedicated people, distinguished professionals and volunteers, all active in the field of search and rescue, disaster aid, emergency medicine, and awareness education. They are concerned with every level of emergency response throughout the United States.

NASAR works to coordinate the search and rescue efforts of disparate groups that often must work together in an emergency, and to educate search and rescue teams and the public in avoiding catastrophes when possible and in dealing effectively with them when they occur. Anyone can become a victim—mass disasters can be in the form of floods, earthquakes, erupting volcanoes, fire and tornadoes. Disasters can also occur on a smaller scale—a lost hunter, a missing aircraft, an injured mountain climber, children in trouble in home swimming pools.

To this end, NASAR publishes thousands of informative pamphlets and books dealing with disaster aid; sets up training seminars for teams and helps people in businesses, school and homes to become disaster-conscious. A search and rescue conference is conducted annually. The 1980 conference was held September 18 to 21, in Seattle, Washington and provided the participants the opportunity to discuss matters of interest ranging from tips on how not to get lost to new ideas in satellite communication as a means of enhancing searches and rescues.

The Montana Aeronautics Division was represented at the Seattle conference by Mike Ferguson and myself. Many of the presentations on the conference program dealt specifically with air search and rescue. Topics within these sessions included Introduction to Air SAR; Air SAR Evaluation in the Continental United States; State Aviation Workshops; Air SAR Methods; Air SAR Aids; and CAP-State Programs.

It would behoove all of us to remember successful "saves" are not a matter of lucky breaks. Rather, they are the result of training, resources and coordination—all coming together, like a fine orchestra, to save a life. Just ask a search and rescue volunteer.

GARY the GOPHER

SAYS:

"Don't go pher HELP,
let HELP go pher you."



Step 1 - Stay Put

Many lost people panic when they are left alone or find themselves in an emergency, and will literally try to run out of their predicament. When and if they are found, their sense of time and space is gone. You can ask them, "How long have you been lost, one day, two days, three days . . . and how far have you traveled?" They do

not know. Once this running begins, the persons has lost not only energy but the use of his brain—the best survival tool he has. His chances of being found now have dropped considerably. The first place searchers will look is where the person was last seen or known to be; then the search for clues begins: tracks, clothes, etc. If a person can stop and keep a positive attitude, his chances for survival more than double.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Cynthia H. Foss, Brockton
Njatl T. Sikveland, Glendive
Donald A. Lehmann, Lewistown
Steven K. Young, Red Lodge
Todd R. Darche, Billings
James P. Murphy, Billings
Glen T. Moore, Big Timber
John R. Stelter, Clancy
Lawrence Gallagher, Helena
Deanne L. Lane, Deer Lodge
Steve A. Braach, Big Sandy
John C. Nelson, Whitefish
David B. Groves, Belgrade
Delos L. Dickerson, Stevensville
Hugh A. Martinsen, Missoula
Martin R. Hale, Whitefish
Daniel J. Hensley, Kalispell
Julie B. Pershall, Eureka

INSTRUCTOR

Dennis P. Elgen, Culbertson (Renew)
Harry L. Corbin, Miles City (Renew)
Perry A. Scheidecker, Red Lodge (Renew)
Randal A. Popiel, Billings (Renew)
Raymond B. Kinney, Richey (Add Rotor-Heli)
John A. Rasmussen, Great Falls
Kenneth A. Baze, Butte
Robert L. Sanderson, Stevensville (ASM-Instru)

MULTI-ENGINE

Robert R. Hylton, Billings (Commercial)
William J. Mayo, Jr., Colstrip (Commercial)
Glen F. Munro, Butte (CFI)
Wallace J. Montague, Billings (PA)
Arlton J. Oswood, Great Falls

INSTRUMENT

William A. Wilson, Billings (CA)
Guy D. Jensen, Dagmar (CA)
Robert L. Anderson, Billings (CA)
William E. Glaser, Billings (PA)
Rolland W. Arnold, Billings (PA)
Stanley Peck, Great Falls
Richard K. Olson, Great Falls
Kenneth R. Aamold, Bozeman

COMMERCIAL

Larry R. Peigneux, Regina (Add Heli)
Paul J. McCann, Jr., Great Falls

Christmas Present

If you've not read the aviation history *Montana and the Sky* by Frank W. Wiley, former Director of the Montana Aeronautics Commission, you've missed a real treat. Why don't you hint to someone that you would like to receive it for Christmas? Or, if you know an aviation enthusiast, this book is an ideal gift.

Written by Frank W. Wiley, under the auspices of the Montana Aeronautics Commission, the book is an authentic history of aviation in Montana. It contains more than 200 rare aviation photographs—stories of the adventures of 100 pioneer pilots and a history of events in aviation between the 1860's and the 1930's.

The cost of the book is \$10.00. Orders may be forwarded to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59601. Order early and avoid the Christmas rush.

HELP!

The *Montana Airport Directory* is now being revised and updated for 1981. We would appreciate your help in letting us know of any changes in airport facilities, procedures, names or phone numbers. We would especially like to have names and phone numbers for contact persons at those airports that do not have FAA facilities on the field. Please take a few minutes to look through your directory and let us know of any changes.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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